

Department of Planning and Zoning

149 Church Street
Burlington, VT 05401
<http://www.burlingtonvt.gov/PZ/>
Telephone: (802) 865-7188
(802) 865-7195 (FAX)

David E. White, AICP, Director
Ken Lerner, Assistant Director
Sandrine Thibault, AICP, Comprehensive Planner
Jay Appleton, Senior GIS/IT Programmer/Analyst
Scott Gustin, AICP, CFM, Senior Planner
Mary O'Neil, AICP, Senior Planner
Nic Anderson, Zoning Clerk
Elsie Tillotson, Department Secretary



MEMORANDUM

To: Development Review Board
From: Mary O'Neil, AICP, Senior Planner *mo*
Date: February 20, 2012
RE: ZP 13-0673CA/MA 196-202 North Street

Note: These are staff comments only. Decisions on projects are made by the Development Review Board, which may approve, deny, table or modify any project. THE APPLICANT OR REPRESENTATIVE MUST ATTEND THE MEETING.

File: ZP 13-0673CA

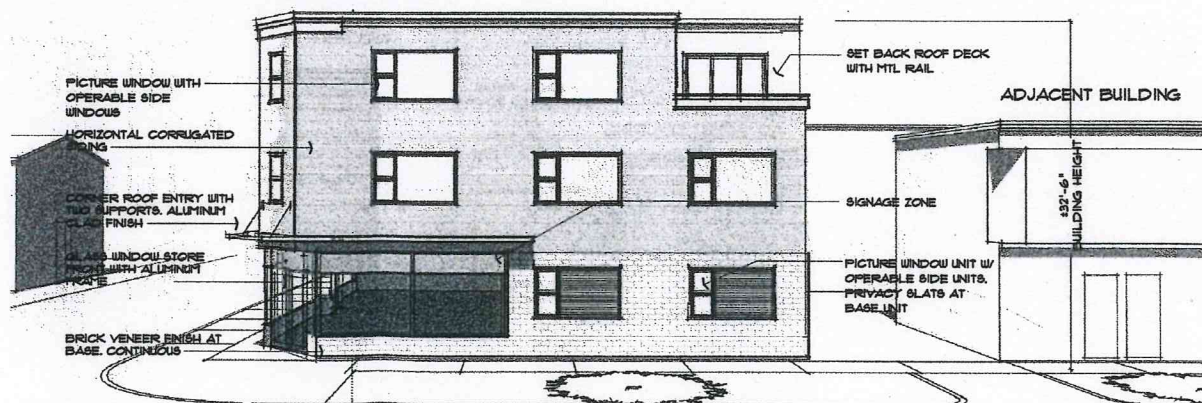
Location: 196-202 North Street (Northwest corner of North St. and Elmwood Avenue; also associated with this permit review are site improvements at 161-165 and 167 Elmwood Avenue)

Zone: NMU **Ward:** 3

Parking District: Shared Use

Date application accepted: January 9, 2013

Applicant/ Owner: John (Stu) McGowan / Abe's Corner LLC



Request: Construct one new building on vacant corner lot to contain 7 new residential units and ground floor commercial. There exist two existing residential structures on separate parcels (with common ownership) fronting Elmwood Avenue with a total of 6 units; shared access and parking among the three lots is proposed. (A total of 13 residential units proposed on all three lots.) 5 space vehicular parking space waiver requested (based on restaurant use. Waiver request may be adjusted down for a different commercial use.)

Background:

- **Zoning Permit 13-0383CA;** (161-165 Elmwood Avenue) convert ground floor commercial space to 2 new residential units for a total of 4 residential units within

building. Replace all windows, remove sign band, and screen rear trash area. Approved October 2012.

- **Zoning Permit 12-0699VT**; (196-202 North Street) Variance for 12 foot front setback. Deemed approved May 5, 2012.
- **Zoning Permit 13-0385CA** (167 Elmwood Avenue); replace all windows, install heat vent, and replace section of slate roof with asphalt shingle. Approved October 2012.
- **Zoning Permit 07-242CA**; demolish c. 1896 storage shed (permit assigned to 167 Elmwood Avenue, but on vacant parcel at 196-202 North Street); Approved by DRB. January 2007.
- **Zoning Permit CU-92-021**; Housing replacement (Conversion of residential unit into a school and office space at 167 Elmwood Avenue.) DRB determines the Jubilee Foursquare Gospel Church does not need conditional use approval for housing replacement at 167 Elmwood Avenue. October 1991.
- **Zoning Permit 85-043**; use the first floor of the existing building (165 Elmwood Avenue) for a place of operation for a coffee brunch operation to consist of a kitchen area and a storage area. Approved March 1985.
- **Permit 79-0312**; demolish fire damaged building (196-202 North Street.) Building condemned on October 26, 1978.

Overview: Older Burlingtonians may remember this corner parcel originally owned by Abraham Solomon and next door to the home of Mazel's Store. The commercial corner building was lost to fire in 1978. A multi-bay barn/storage building was demolished in 2007. Two existing residential structures remain on the adjacent parcels fronting Elmwood Avenue; it was assumed it was a single parcel as they had been collectively owned by Abe Solomon. At the time of sale, it was determined that all three are separate lots. The two residential structures fronting Elmwood Avenue contain a total of 6 residential units. New construction will "fill the gap" along North Street, with a proposed 3 story building containing 7 residential apartments and commercial (restaurant) use on the first floor. A handicap accessible apartment will also be located on the ground floor. Shared vehicular access/parking is proposed among the three parcels. A five space parking waiver is requested for 196-202 North Street.



Original building on the corner of North St.

The **Design Advisory Board** reviewed the application at their January 22, and February 12, 2013 meetings. The DAB voted at the first meeting to table to allow review of a materials palette and see elevations reflecting material choice, especially on the Elmwood Avenue façade. The DAB wished to see a demonstration how Elmwood Avenue would look if CMU material was used for the first floor. They also wished to have the applicant look at the window symmetry; the parking spot on the north/east corner should be screened from the sidewalk, and 1 outdoor bicycle parking space should be shown on the plan. Vote 5-0 to table.

February 13- DAB votes unanimously to recommend **approval** and forward to the DRB. Comments include a recommendation to complete the returns on the front cornice. The matter was reviewed again at their February 12, 2013 meeting.

The Conservation Board reviewed the application at their February 4, 2013. The CB voted to recommend approval, with the caveat of approval by the city stormwater administrator.

Recommendation: Approval, per the following Findings and Conditions:

I. Findings

Article 3: Applications, Permits, and Project Reviews

Part 3: Section 3.3.2 Impact Fees: Applicability

Any new development or additions to existing buildings which result in new dwelling units or in new nonresidential buildings square footage are subject to impact fees as is any change of use which results in an added impact according to Sec. 3.3.4.

Impact fees will be assessed for the gross new floor area. Based on information submitted via email January 14, 2013, the estimated Impact Fee calculation:

Impact Fee Draft Calculations

ZP 13-0673CA/MA

196-202 North

Street

Residential - new

SF of
Project **5,396**

Department	<u>Residential</u>	
	Rate	Fee
Traffic	0.182	982.07
Fire	0.208	1,122.37
Police	0.042	226.63
Parks	0.696	3,755.62
Library	0.431	2,325.68
Schools	0.900	4,856.40
Total	2.459	\$ 13,268.77

Commercial - new

SF of
Project **1,554**

	<u>Retail</u>
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Department	Rate	Fee
Traffic	0.689	1,070.71
Fire	0.186	289.04
Police	0.329	511.27
Parks	0.392	609.17
Library	0.000	0.00
Schools	0.000	0.00
Total	1.596	\$ 2,480.19

Total estimated Impact fees

\$ 15,748.96

Affirmative finding as conditioned.

Article 3.3.3 Exemptions and Waivers

(a) Exemptions

No exemptions appear to apply. Any waiver may be linked to:

Sec. 3.3.3 (c) Affordable Housing Waivers

Any residential project containing newly constructed units or substantially rehabilitated housing units that are affordable for households as described in subsections (1), (2) or (3) below are eligible for a waiver of impact fees for that portion of the project. The terms, rules and regulations used herein shall be the same as those defined and specified in this Ordinance pertaining to Inclusionary Zoning (Article 9).

The applicability of any waiver of Impact Fees shall be determined by the Housing Officer in the Community and Economic Development Office. Any such waiver, if determined, will be provided to staff (with the associated square foot measurement) so as to correct the calculated impact fee assessment. See Article 9. for the ordinance pertaining to Inclusionary Zoning.

Affirmative finding if conditioned.

Sec. 3.3.7 Time and Place of Payment

Impact Fees must be paid to the city's chief administrative officer/city treasurer according to the following schedule:

- (a) New Buildings:** *Impact fees must be paid at least seven (7) days prior to occupancy of a new building or any portion thereof.* **Affirmative finding as conditioned.**

Part 4: Site Plan and Design Review

(a) Site Plan Review, and

- (b) Design Review** will both be applicable for this project.

Section 3.4.3 Submission Requirements

In addition to the applicable application and submission requirements pursuant to Sec. 3.2.2, all applications for a zoning permit subject to Site Plan and/or Design Review under this Part shall provide any additional information necessary for the adequate review of the proposal under the applicable development principles and standards found in Article 6.

Part 5: Conditional Use and Major Impact Review

Sec. 3.5.2 Applicability

(b) Major Impact Review

1. *The construction or substantial rehabilitation of five (5) or more dwelling units or the creation through adaptive reuse/conversion of ten (10) or more dwelling units.*

The development proposes 7 new residential units. Therefore, Major Impact Review is required.

8. *Multiple projects by the same applicant or responsible party with any consecutive twelve (12) month period on the same property or on a property within 1000 feet of the subject property that in the aggregate equal or exceed the above criteria.*

The applicant was the developer for a project on the corner of North Champlain Street and North Street within the last 12 months, and within 1000 ft. Therefore, Major Impact Review is required.

Sec. 3.5.6 Review Criteria

(c) Major Impact Review Standards:

1. *Not result in undue water, air or noise pollution;*

Redevelopment on a previously developed site should not unreasonably impact water, air or ambient noise within the neighborhood. The applicant will be required to provide written assurance from the Department of Public Works that adequate water and sewer capacity exists for the proposed development. **Affirmative finding as conditioned.**

2. *Have sufficient water available for its needs;*

See above. **Affirmative finding as conditioned.**

3. *Not unreasonably burden the city's present or future water supply or distribution system;*

Seven new residential units and a single commercial use should not overly tax the existing water supply or distribution system; especially as a replacement for a similar, historic use.

Affirmative finding.

4. *Not cause unreasonable soil erosion or reduction in the capacity of the land to hold water so that a dangerous or unhealthy condition may result;*

The applicant has submitted a Small Project Sediment and Erosion Control Plan as well as a Stormwater Management Plan. Both will be required to meet the approval of the City Stormwater Administrator. **Affirmative finding as conditioned.**

5. *Not cause unreasonable congestion or unsafe conditions on highways, streets, waterways, railways, bikeways, pedestrian pathways or other means of transportation, existing or proposed;*

This is a proposed infill building in an existing developed neighborhood. Rather than present development with new streets or pathways, the proposed replacement building is situated within a developed urban landscape serviced by existing streets and sidewalks. The driveway access points are located off the primary (North Street) highway, and therefore should not only reinforce the existing ingress/egress pattern, but remove new trip ends from the most highly traveled path of North Street. No unreasonable congestion is anticipated with the submitted development or shared parking plan. **Affirmative finding.**

6. *Not cause an unreasonable burden on the city's ability to provide educational services;*

Seven new residential units will have a negligible impact on educational services; any effect should be offset through payment of required Impact Fees. **Affirmative finding as conditioned.**

7. *Not place an unreasonable burden on the city's ability to provide municipal services;*

As noted, this is a developed neighborhood on a previously developed site. The applicant proposes contractual maintenance for snow removal on these three parcels, consistent with their practice on other properties owned and/or managed by them. All other services are anticipated to be within normal constraints for City development. Impact Fees should off-set any other municipal impacts. **Affirmative finding as conditioned.**

8. *Not have an undue adverse effect on rare, irreplaceable or significant natural areas, historic or archaeological sites, nor on the scenic or natural beauty of the area of any part of the city;*

This is a vacant lot that was previously developed. No significant natural area or historic sites of merit are present. As this was previously developed, the site itself has undergone substantial disturbance. If any unusual or significant archaeological resources are identified during construction, the applicant shall notify appropriate authorities for assistance in identification and appropriate disposition. **Affirmative finding as conditioned.**

9. *Not have an undue adverse effect on the city's present or future growth patterns nor on the city's fiscal ability to accommodate such growth, nor on the city's investment in public services and facilities;*

No such undue adverse impact is anticipated. The City has recently made extensive upgrades to the North Street corridor, and this project will both enjoy the benefits and enhance those improvements with new activity at this intersection. **Affirmative finding.**

10. *Be in substantial conformance with the city's municipal development plan and all incorporated plans;*

The Municipal Development Plan includes the following policies that are in sync with this development proposal:

- *Encourage the adaptive reuse and historically sensitive redevelopment of under utilized sites and buildings (Page I-2.)*
- *Retain its moderate scale and urban form in its most densely developed areas, while creating opportunities for increased densities. (Page III -1)*
- *Encourage new land uses and housing designs that serve changing demographics and benefit from new technologies where appropriate. (Page III -1)*
- *"The intent behind the [North Street revitalization] Plan is to support a mixed-use area that supports locally owned destination businesses and encourages small, neighborhood-oriented businesses...While the streetscape and street reconfiguration portions of this Plan were completed in 2005, the City must still work hard with local businesses and residents to ensure the vision for this neighborhood center is fully realized." (Page I-21.*
- *"It continues to be a high priority of the City to actively promote redevelopment and investment within the Enterprise community, and to implement the strategies found in*

Common Ground: A Strategic Plan for the Old North End Enterprise Community.” (Page I-27.)

Affirmative finding.

11. Not have an undue adverse impact on the present or projected housing needs of the city in terms of amount, type, affordability, and location;

The proposal will provide 7 new housing units, one of which will be designated perpetually affordable to residents of the City. It is anticipated that the one and two bedroom units will be most welcome due to their size, location, and easy access to public transportation. Certainly the handicap accessible unit will be welcome, as these are highly sought after and often have waiting lists for occupancy. **Affirmative finding.**

and/or

12. Not have an undue adverse impact on the present or projected park and recreation needs of the city.

Any impact should be substantially offset with the payment of Impact Fees. **Affirmative finding as conditioned.**

Article 4: Zoning Maps and Districts

Sec. 4.4.2 Neighborhood Mixed Use Districts

(a) Purpose:

2. *The Neighborhood Mixed Use (NMU) district is intended to preserve and enhance historically commercial areas while reinforcing the compact scale and development patterns within the city’s older neighborhoods. Uses are intended to provide neighborhood oriented goods and services and employment opportunities within walking or biking distance of residential neighborhoods.*

(b) Dimensional Standards and Density

Table 4.4.2-1, Dimensional Standards and Density

NMU	Max Intensity(floor area ration)	Max lot coverage	Minimum Building Setbacks			Height
NMU	2.0	80%	0 Front*	0 Side**	0 Rear**	Min 20’ two stories Max 35’
196-202 North Street	15,180 permissable (2 x 7590 lot size); 6950 proposed.	Existing site is presently 100% covered. 97% proposed.	Set slightly off front boundary and ROW to avoid encroachment by cornice or canopy. The large street ROW meets	0 west, approximately 54’ on north. Meets 15’ setback from residential zoning district. ***	No rear property boundary – the site has 2 fronts and 2 sides. Not applicable.	32’6”.

			the 12' setback from the public street, as per footnote .			
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*All structures shall be setback 12 feet from the curb on a public street.

** Structures shall be set back a minimum of 15 feet along any property line that abuts a residential zoning district. [In practice, this has only applied to primary structures and not parking areas.]

*** Both 196-202 North Street and 161-165 Elmwood Avenue are within the NMU zoning district. The residential zoning district begins further north, and includes 167 Elmwood Avenue. See illustration, below.



Affirmative finding.

(c) Permitted and Conditional Uses

The subject proposal is a conditional use due to its identification as a Major Impact development.

(d) District Specific Regulations

B. Housing

Developments that provide housing in addition to non-residential uses may increase lot coverage above the allowable 80% maximum by allowing an additional two square feet of lot coverage for every square foot of housing, up to a lot coverage maximum of 90%.

This provision is superfluous, as the applicant is permitted to develop up to the existing percentage of lot coverage, even if non-conforming. The existing coverage is 100%. 97% coverage is proposed. **Affirmative finding.**

Article 5: Citywide General Regulations

Article 5: Citywide General Regulations

Sec. 5.1.1 Uses

(c) Permitted Uses

Per Appendix A, Attached Multi-Family, 3 or more units, are a permitted use in the NMU zoning district. A restaurant, if proposed, is a permitted use if hours are limited to 5:30 am – 11:00 pm. The applicant will need to firmly define the nature of the commercial use prior to seeking a Certificate of Occupancy. **Affirmative finding if conditioend.**

Part 2: Dimensional Requirements

See Section 4.4.2 (b), Table 4.4.2-1, above.

Sec. 5.2.3, Lot Coverage Requirements

See Section 4.4.2 (b), above.

Sec. 5.2.4, Buildable Area Calculation

For any properties two or more acres in size within any RCO, WRM, RM, WRL, or RL zoning district...

196-202 North Street is not over two acres in size nor part of RCO, WRM, RM, WRL, or RL zoning district; but within the NMU zoning district. This standard does not apply.

Sec. 5.2.5, Setbacks

See Sec. 4.4.2 (b) above.

Sec. 5.2.6, Building Height Limits

See Sec. 4.4.2 (b) and Table 4.4.2-1, above.

Sec. 5.2.7, Density and Intensity of Development Calculations

(a) District-specific provisions of Article 4 are based on FAR, not units-per-acre.

(b) Floor Area Ratio

In accordance with the district-specific provisions of Article 4 where the intensity of development is measured on a floor area ratio basis, the calculation of development intensity shall be measured by dividing the gross floor area of all structures on a site, or portion of the site where split by a zoning district boundary, by the gross site area. See Table, 4.4.2-1, Above.

Affirmative finding.

Sec. 5.4.8 Historic Buildings and Sites

Not applicable.

Sec. 5.4.9 Brownfield Remediation

196-202 North Street is not identified by the State of Vermont Department of Environmental Conservation as a Hazardous Site. Not applicable.

Sec. 5.5.1, Nuisance Regulations

Nothing in the proposal appears to result in creating a nuisance as defined under this criterion.

Affirmative finding.

Sec. 5.5.2 Outdoor Lighting**Sec. 5.5.2 (e) General Outdoor Lighting Standards**

- 1. All outdoor lighting fixtures, other than those using only low output lamps and alternative specifically allowed under these regulation, shall be "Full Cut-Off" or "Cut-Off" as defined by the Illuminating Engineering Society of North America to ensure that glare is minimized, that lighting is directed only to the area to be illumination, that illumination is directed below a horizontal plane, and that illumination does not cast direct light beyond the boundaries of the property on which they are located. Light levels on adjacent properties shall not exceed one tenth (0.1) footcandle as a direct result of the on-site lighting measured 20 feet beyond the property line of the development site.*

The applicant defines the intent to use recessed can fixtures; two under each of the streetfront canopies, and three under the rear access canopy. This fixture is a typical installation at building entrances, and is not anticipated to introduce any light trespass. Three wall mount fixtures are proposed at 196-202 North Street, with 5 identified at 161-165 Elmwood and 1 at 167 Elmwood.

The Elmwood Avenue lighting proposals are on separate zoning permits for those lots. The applicant will be obligated to provide a photometric for the parking lot to assure compliance with this Section (below.) **Affirmative finding as conditioned.**

5.5.2 (f) Specific Outdoor Lighting Standards

1. Parking Lot Lighting

- A. The Maximum mounting height for any fixture shall be 25 ft.*
- B. The maximum illumination level shall not exceed 4 footcandles at any point.*
- C. The maximum illumination level shall only be computed for the functional area of the parking lot.*
- D. The maximum to minimum uniformity ration shall not exceed 20:1.*
- E. Illumination levels are encouraged to be reduced by at least 50% within one hour after the end of public business hours.*

1. Walkway Lighting:

- A. The average illumination level on a walkway or pathway surface shall not exceed 0.5 footcandles. Maximum lighting levels shall not exceed 2 footcandles.*

The applicant will be obligated to provide a photometric for the parking lot to assure compliance with this Section. Wallmount fixtures are proposed over the pedestrian walkway connection to the parking lot, and at the handicap access loading area. Recessed cans are proposed over all entrances. **Affirmative finding as conditioned.**

Sec. 5.5.3 Stormwater and Erosion Control

Work associated with development of this site will require review and approval of a small project erosion control form by the Stormwater Administrator. The applicant provided an erosion prevention and sediment control plan (EPSC), as well as a stormwater management plan at application. The Conservation Board approved this plans at their February 4, 2013 meeting. Approval of these by the City Stormwater Engineer will be a condition of any approval.

Affirmative finding as conditioned.

Sec. 5.5.4 Tree Removal

No tree removal is proposed. The existing trees, placed by the City within the public right-of-way, shall be maintained. The applicant and the city arborist are in agreement that any damage done during construction to any of the ROW plantings will require replacement, to the satisfaction of the city arborist, upon project completion. **Affirmative finding as conditioned.**

Article 6: Development Review Standards

Part 1: Land Division Design Standards

Not applicable.

Part 2: Site Plan Design Standards

Sec. 6.2.2 Review Standards

(a) Protection of Important Natural Features:

As a flat, vacant corner, this is a featureless site. Development would do much to improve this empty urban lot. No important natural features are present. **Affirmative finding.**

(b) Topographical Alterations:

None are proposed. **Affirmative finding.**

(c) Protection of Important Public Views:

While the North Street streetscape offers selected views to the west, there are no protected public views from the project site. Not applicable.

(d) Protection of Important Cultural Resources:

The historic commercial building was lost to fire in 1978. The two buildings fronting Elmwood Avenue are on the State Register of Historic Resources, but are not proposed for alteration within this application. The project site is a vacant corner of the lot. Not applicable.

(d) Supporting the Use of Renewable Energy Resources:

There is nothing to prevent the use of wind, water, solar, or other alternative energy. The applicant is encouraged to provide the potential for future solar installation. **Affirmative finding.**

(f) Brownfield Sites:

Not applicable.

(g) Provide for nature's events:

The application includes Stormwater Management and erosion prevention measures. This information has been forwarded to the City Stormwater Engineer to assess and comment upon. The Conservation Board had supplied their approval for the plan as submitted.

Design features which address the effects of rain, snow, and ice at building entrances, and to provisions for snow and ice removal or storage from circulation areas are required. Snow removal is a necessary, but challenging plan for developed urban lots. The applicant proposes contractual snow removal for the parking lot area during major snow events, as is the practice at other residential properties owned by the partnership. Examples of other lease agreements provided by the applicant demonstrate the inclusion of language informing residents either at the time of lease or annually to plan for lot plowing by 9:00 a.m., and move vehicles off-site as appropriate during snow removal.

Balconies would provide some measure of weather protection. The pedestrian entrances on the north elevation and the access doors off North Street all benefit from a proposed minor canopy.

Affirmative finding as conditioned.

(h) Building Location and Orientation:

The new building is proposed to maintain the existing development pattern and rhythm of structures along the existing streetscape. The new structure is aligned with the front façade of neighboring buildings to reinforce the existing “street-edge,” and situated in such a way that complements existing natural features and landscapes. As the proposed in-fill building is in a neighborhood mixed-use area where high volumes of pedestrian traffic are desired, the proposal offers sufficient space between the curbline and the building face to facilitate the flow of pedestrian traffic. Providentially, there is a very large right-of-way area on this corner which will supply the prescribed 12-15’ of space. (The previously approved variance for setback will not be required.) The provided architectural (visual window) recesses and articulations at the street-level are particularly important and welcome, and are extremely effective in re-establishing and maintaining the existing street wall. The corner entrance replicates the original building, and is a common design component of commercial buildings in the Old North End.

The proposed main entrance of the commercial / restaurant use is set at the street corner; facing and clearly identifiable from both public streets. (*The development of corner lots shall be subject to review by the city engineer regarding the adequacy of sight distances along the approaches to the intersection. To the extent practicable, development of corner lots in non-residential areas should try to place the building mass near the intersection and parallel to the street to help anchor the corner and take advantage of the high visibility location.*) This is an existing, pre-developed corner lot; the proposed project will re-establish the historic building pattern and infill the “empty tooth” on the block. Additionally, the building orientation and corner entrance replicate a traditional building type common in the Old North End, as well as the one lost to fire.

No accessory parking structures are proposed.

Affirmative finding.

(i) Vehicular Access:

The applicant proposes retention of the existing access/curb cut on Elmwood Avenue, but circulating to the north through a dedicated exit / existing curbcut also on Elmwood Avenue. The access, and parking are proposed to be shared by all three parcels; utilizing existing curb cuts and allowing for a flexibility of parking that would benefit all three lots. Easements or other land record instrument will be required to be set in place to assure the future and continued access and egress from all three parcels. **Affirmative finding as conditioned.**

(j) Pedestrian Access:

A very wide pedestrian area / ROW exists on both North Street and Elmwood Avenue. The new building will be accessible from the corner, directly off the sidewalk for the commercial use. A rear entrance will be available for the residential use. Residents and customers will be in close proximity to their parking, only a short distance between parking and any of the three buildings. Non-metered on-street parking is available as well, which will be attractive to commercial customers and provide immediate access to the public sidewalk.

At the DAB’s recommendation, an articulated pedestrian walkway into the parking lot area has been included; connecting the public sidewalk and the lot. **Affirmative finding.**

(k) Accessibility for the Handicapped:

One unit (first floor) is proposed to be handicap accessible. An adjacent h/c parking space, lighted and with a loading area, is included. **Affirmative finding.**

(l) Parking and Circulation:

Parking is proposed at the rear of the lot, and planned to serve all three buildings on the lot. Parking flow is intended to be clockwise in one direction only; entrance on the south, exit on the north. As a shared-use parking arrangement, it maximizes the site. No parking space will be required to back out onto Elmwood Avenue or North Street. Anchored curb stops are proposed, where there does not exist some other barrier. The parking space on the northeasterly most of the site (167 Elmwood Avenue) has been screened from the public sidewalk at the recommendation of the DAB.

There is proposed sufficient parking to accommodate all 13 residential units on three lots (6 units in existing residential structures at 161-165 and 167 Elmwood Avenue; 7 proposed in 196-202 North Street; 1 parking space per unit as required.) The proposed commercial use will have its own parking requirement (if a restaurant, 3/1000 sf; or 5 parking spaces.) The application requests a parking waiver for the commercial use, given metered street parking, shared use with the residential parking lot in the rear, the likelihood of most patrons coming from the surrounding neighborhood, the installation of public bike racks within the ROW (in partnership with the Department of Public Works), and immediate proximity to the CCTA busline. A small green space / grass area will be toe-nailed into the middle of the parking lot; a benefit of angling the parking spaces to meet the minimum lot dimensions of the CDO. The DAB has encouraged plantings in that very small area to provide visual interest.

As the parking area abuts a building immediately to the west, the provision for tree shading is not critical as the parking lot will fall within shadow impacts of that building. The parking area does not meet the threshold of 15 spaces so as to require tree planting; although the property owner has been working with the city arborist in identifying opportunities within the existing greenbelt. There are at least 3 existing trees on city-owned property within the green belt.

In any event, efforts at stormwater mitigation are included within a Stormwater Management Plan submitted to the City Stormwater Administrator for review. A construction Stormwater plan as well as long-term stormwater management strategy has been submitted to review.

All parking areas shall provide a physical separation between moving and parked vehicles and pedestrians in a manner that minimizes conflicts and gives pedestrians a safe and unobstructed route to building entrance(s) or a public sidewalk.

There is a defined and lighted pedestrian path between the parking area and the public sidewalk.

Covered long term bicycle storage is proposed for the basement of the new building. The applicant and staff have forged a good plan with DPW, who are enthusiastic about utilizing the public ROW area for bicycle racks to accommodate short term bicycle storage. It only makes good sense to provide bicycle parking for local customers for the short-duration visits anticipated.

All bicycle parking shall be in conformance with applicable design & construction details as provided by the dept. of public works. As conditioned.

The application proposes to link all three parcels with shared access, vehicular egress, and parking. DPW officials have also suggested a dedicated street loading spot, other than the 2 available non-metered spaces in front of the North Street elevation, if the commercial use becomes a restaurant. The continued partnership between DPW and the applicant will continue to be advantageous for site redevelopment. **Affirmative finding with approval of a parking waiver.**

(m) Landscaping and Fences:

Very little landscaping exists on the site today; existing trees are within the City Right-of-way along Elmwood Avenue. A small grass area, which can be used for stormwater mitigation as well as site visual enhancement, is included within the rear parking area. Otherwise, the site is almost entirely covered.

New or replacement street trees shall be provided consistent with the city's Street Tree Master Plan. All proposed street trees shall be selected and planted in accordance with specifications provided by the city arborist.

An email from the City arborist indicates that the applicant walked the site with him in early January, 2013. There is nothing that can be done on North Street or the city would have addressed it when the street was up-graded it a few years ago. The city planted trees on the Elmwood Ave side of his property as part of the North St project. So presently tree planting is complete in the ROW adjacent to project.

The arborist's comments to the applicant were to save and protect the trees throughout the construction project. If for some reason they have to remove a tree(s) they will be required to replace them as part of the project. He will also be required to restore all the disturbed turf in the greenbelt area.

The only other possibility would be to install window boxes or planters for flowers if they weren't likely to get vandalized. It's a tough site for any landscaping as confirmed by the arborist.

An existing barrier wall lies on the westerly boundary, and is proposed to be retained and utilized as a parking barrier.

Affirmative finding.

(n) Public Plazas and Open Space:

This is proposed to be a mixed use development. There are included or affected no public plazas or identified open space areas.

Negative shadow impacts from the proposed building are not anticipated due to the development being situated on a corner lot with public streets on the south and east; a parking lot on the north.

Affirmative finding.

(o) Outdoor Lighting:

Where exterior lighting is proposed the applicant shall meet the lighting performance standards as per Sec 5.5.2.

See Section 5.5.2.

(p) Integrate infrastructure into the design:

Exterior storage areas, machinery and equipment installations, service and loading areas, utility meters and structures, mailboxes, and similar accessory structures shall utilize setbacks, plantings, enclosures and other mitigation or screening methods to minimize their auditory and visual impact on the public street and neighboring properties to the extent practicable.

Utilities must be undergrounded for all new development.

Mailbox location is defined adjacent to the rear (north) entrance, as well as gas utility connections with bollards to protect from vehicular damage.

Utility and service enclosures and screening have been coordinated with the design of the principal building, previously permitted on the 161-165 Elmwood Avenue parcel (**Zoning Permit 13-0383CA**) and screened from public view. The applicant has been working with city fire officials to determine the appropriate methods of trash containment that could service all proposed uses for this location. As identified and previously permitted, it will be proximate for a trash hauler to pull into the parking area to empty the receptacles. The specified area has been identified for recycling as well. **Affirmative finding as conditioned.**

Any development involving the installation of machinery or equipment which emits heat, vapor, fumes, vibration, or noise shall minimize insofar as practicable, any adverse impact on neighboring properties and the environment pursuant to the requirements of Article 5, Part 4 Performance Standards.

If the applicant proposes any HVAC or rooftop equipment, the submission should be augmented with that information and anticipated noise level (dB) of each unit. **Affirmative finding as conditioned.**

Part 3: Architectural Design Standards

Sec. 6.3.2 Review Standards

(a) Relate development to its environment:

1. Massing, Height and Scale:

The proposed in-fill building will complete a streetscape that has for 35 years been “missing a tooth.” The three story mixed use building will continue a pattern pervasive in the Old North End, and offers consistency in massing, height and scale with surrounding buildings along the historic commercial North Street corridor. The building provides a nice transition to the residential area of Elmwood Avenue as well, with a building set-back at the corner providing a recessed balcony for the second floor residential unit, but effectively softening the building front as it abuts its nearest neighbor to the north. **Affirmative finding.**

2. Roofs and Rooflines.

A flat roof with a short parapeted eave is proposed for the new building. Although materials and visual appearance will clearly signal a design of modern vocabulary, in massing, configuration, and capped roofline, the building will clearly reference North Street’s past. The DAB has suggested supplying returns to the prominent cornice on the front. **Affirmative finding.**

3. Building Openings

The principle entrance for the commercial / restaurant use will be located at the corner of Elmwood and North Street, readily identifiable from the public streets by door and canopy. Its configuration at the "clipped corner" replicates historic commercial building entries and provides a distinct and recognizable architectural component.

People with physical challenges should be able to use the same entrance as everyone-else and shall be provided an "accessible route" to the building. As the main commercial entrance is "at grade", it is assumed that visitors with physical challenges will be able to use the principle entrance. Additionally, the entrance at the rear which presumably will offer access to the first floor h/c dwelling unit should be handicap accessible as well.

A small commercial canopy is proposed over the North and Elmwood facades; a rear canopy over the entrance door. Both will be visual signals for the entrance locations, and will assuredly provide a measure of light and protection from inclement weather.

Proposed window openings maintain consistent patterns and proportions appropriate to the use. The window pattern adds variety and interest to the architecture, and is proportioned to create a balance between vertical and horizontal elements of the design.

Where awnings over windows or doors are used, the lowest edge of the awning shall be at least eight (8) feet above any pedestrian way, and shall not encroach into the public right-of-way without an encroachment permit issued by the dept. of public works.

This will be a condition of approval.

Buildings placed on a side or rear property line where no setback is required shall contain neither doors nor windows along such façade so as not to restrict future development or re-development options of the adjacent property due to fire safety code restrictions. Otherwise they should be setback a minimum of 5-feet.

In the NMU district, no setbacks are required. The adjacent building to the west currently has two window openings that would spur required building setbacks for new construction, but the applicant has been working with that building owner and an agreement has been made for those building openings to be infilled to allow new construction to occur on this site. Appropriately, any alterations to the adjacent building will require necessary building and zoning permits.

No windows or doors are proposed along the westerly elevation of the new building at 196-202 North Street.

Affirmative finding as conditioned.

(b) Protection of Important Architectural Resources:

Burlington's architectural and cultural heritage shall be protected through sensitive and respectful redevelopment, rehabilitation, and infill. The proposed project will not impact the two structures which are listed on the Vermont State Register of Historic Places (161-165 Elmwood Avenue and 167-169 Elmwood Avenue.)

The introduction of new buildings to a historic district listed on a state or national register of historic places shall make every effort to be compatible with nearby historic buildings.

The vacant lot falls within the streetscape of the North Street Historic District on the National Register of Historic Places, but the lot itself is non-contributing as the original historic building has been lost to fire. The proposed building, while of a new era, respects the traditional massing, configuration, and street presence of the existing structures along the North Street Historic District. The Elmwood Avenue residential properties are not proposed to be altered.

Affirmative finding.

(c) Protection of Important Public Views:

The proposed development will not interfere with public street views to the west. There are no publically protected vistas directly from this site. Not applicable.

(d) Provide an active and inviting street edge:

Illustrations of the proposed new building indicate a dynamic building on two street fronts. The ground floor commercial / restaurant space provides immediate visual interaction with large expanses of aluminum framed glass windows.

Wrapped around two building frontages and transparent to the passer-by, an Edward Hopper type evening image of warmth and welcome is suggested. In materials, appearance, and the anticipated street activity, the new building will provide a much needed presence on this currently vacant corner. **Affirmative finding.**



Nighthawks

Edward Hopper 1942

(e) Quality of materials:

The building was originally proposed to have a masonry/brick veneer dado base along the commercial storefront, with large expanses of aluminum frame energy-efficient glazing. Modifications suggested by the Design Advisory Board include extending the CMU for the entire first floor of the Elmwood Avenue frontage. This is illustrated in current elevation drawings, and was greeted with much enthusiasm by the DAB.

The upper floors are proposed to be sheathed in horizontal corrugated siding, accented with a wood cornice and aluminum roof trim. A small suspended commercial aluminum clad overhang is proposed along the North Street and Elmwood Avenue window area. A second, similar canopy is proposed for the rear elevation. A CMU wall is proposed for the rear elevation directly abutting the parking area. All building materials appear to be highly durable that extend the life cycle of the building, and reduce maintenance, waste, and environmental impacts. These materials are particularly important in certain highly trafficked locations like North Street.

*Efforts to incorporate the use of recycled content materials and building materials and products that are extracted and/or manufactured within the region are highly encouraged. **Affirmative finding.***

(f) Reduce energy utilization:

New structures should incorporate the best available technologies and materials in order to maximize energy efficient design. All new construction shall meet the Guidelines for Energy Efficient Construction pursuant to the requirements of Article VI. Energy Conservation, Section 8 of the City of Burlington Code of Ordinances.

New structures should take advantage of solar access where available, and shall undertake efforts to reduce the impacts of shadows cast on adjacent buildings where practicable, in order to provide opportunities for the use of active and passive solar utilization.

While no solar inclusion is within the submission materials, the applicant is encouraged to install infrastructure (conduit) that would allow future incorporation of solar rooftop.

No shadow impacts are anticipated on neighboring properties. Any shadow impact would be toward the north or west, locations of Elmwood Avenue and the proposed parking area.

Affirmative finding.

(g) Make advertising features complementary to the site:

No signage is included within this proposal, but is anticipated when the commercial use is established. Any signage, new or as illustrated on submitted elevation drawings, will require a separate sign permit and is not included within this review.

(h) Integrate infrastructure into the building design:

See Sec. 6.2.2. (p.)

(i) Make spaces secure and safe:

The development, including trash enclosures, will be required to meet all required building and life safety code as defined by the building inspector and fire marshal.

Building entrances/entry points shall be visible and adequately lit, and intercom systems for multi-family housing should be incorporated where possible, to maximize personal safety.

Recessed can lighting is proposed for both the principle (corner) entryway and the rear (resident) entry. This will address security and ease of customer access at entrance points.

A photometric for the parking lot lighting will need to be submitted to assure compliance with the ordinance as well as safe passage between vehicle and building(s). **Affirmative finding as conditioned.**

Article 7: Signs

No signage is specifically proposed. Any signage (including that illustrated on the elevation drawings) is not included within this review and will require a separate sign permit. **Affirmative finding as conditioned.**

Article 8: Parking

This parcel is within the Shared Use Parking District, which has the following parking requirements:

Residential use: 1 parking space per residential unit. 13 units combined on all three lots are proposed. 13 parking spaces are proposed for the rear parking area. **Affirmative finding for residential parking requirement.**

1554 square feet of commercial space is proposed. In general terms, if permitted for a restaurant, 3 parking spaces per 1000 feet are required. $1554 \times 3 = 4662 / 1000 = 4.6$ or 5 parking spaces required for restaurant use. The applicant has requested a waiver for the commercial use (5 spaces.) Reasons to support the waiver request include:

- Development within an existing neighborhood, great likelihood of local customer base within walking distance.
- Shared-use with residential parking lot during the day, when residents would vacate spaces.
- On street non-metered parking available on North Street, including three immediately in front of the proposed building.
- Immediate proximity to CCTA bus route.
- Availability of both short and long term bicycle parking on site.

The parking requirement may differ, dependant upon the identified commercial use.

At the present time, efforts are underway to eliminate parking requirements within the Downtown zoning districts of the City. As an active corner lot within the Neighborhood Mixed Use district, this parcel similarly will benefit from the close, developed nature of an urban landscape. While any waiver is entirely at the discretion of the DRB, there is reason to support a parking waiver at this urban inner city location on an established commercial historic street. See supporting parking management plan.

Affirmative finding if waiver extended for commercial use.

Sec. 8.2.5 Bicycle Parking Requirements

Table 8.2.5-1

Residential requirement: 1 / 4 units long term spaces, 1/10 units short term spaces. By this calculation, **2 long term spaces** will be required for the new building, and **1 short term bicycle parking space**.

Commerical requirement (based on restaurant use): 1/10 employees long term bicycle parking space, 6% occupancy load for short term bicycle parking space.

As the nature of the commercial use has not yet been identified, no identified employee level or occupancy limit has been yet defined.

The Department of Public Works, however, has been enthusiastic about working with the applicant to provide 1 or perhaps 2 bicycle parking racks on North Street/Elmwood Avenue to support the proposed development. While it is the obligation of the applicant to define the nature of the commercial use to refine these parking requirements, the proposed basement long-term bicycle storage and the likelihood of the City installing permanent bicycle racks within the ROW firmly support the adequacy of the proposed bicycle parking. **Affirmative finding as conditioned.**

Article 9: Inclusionary and Replacement Housing

15% of 7 residential units = 1 required inclusionary housing unit.

Any potential reduction in the amount of required Impact Fees due to the Inclusionary unit will be defined by the Housing Office of the City of Burlington, and be reflected in revised Impact Fee calculations. **Affirmative finding as conditioned.**

II. Conditions of Approval

1. **Impact fees.** Impact fees will be assessed for the gross new floor area. Based on information submitted via email January 14, 2013, the estimated Impact Fee calculation:

Impact Fee Draft Calculations

ZP 13-0673CA/MA

196-202 North

Street

Residential - new

SF of
Project **5,396**

Department	<u>Residential</u>	
	Rate	Fee
Traffic	0.182	982.07
Fire	0.208	1,122.37
Police	0.042	226.63
Parks	0.696	3,755.62
Library	0.431	2,325.68
Schools	0.900	4,856.40
Total	2.459	\$ 13,268.77

Commercial - new

SF of
Project **1,554**

Department	<u>Retail</u>	
	Rate	Fee
Traffic	0.689	1,070.71
Fire	0.186	289.04
Police	0.329	511.27
Parks	0.392	609.17
Library	0.000	0.00
Schools	0.000	0.00
Total	1.596	\$ 2,480.19

Total estimated Impact fees

\$ 15,748.96

2. The applicant will need to firmly define the nature of the commercial use **prior to seeking a Certificate of Occupancy**. Impact Fees may need to be adjusted accordingly.
3. The applicant shall provide language with tenant lease agreements demonstrating plans for snow removal and appropriate tenant action during snow events.
4. The applicant shall demonstrate filing within the land records easements or other appropriate instrument to assure continued shared vehicular access and egress across all three lots. These agreements to define shared access and parking shall remain in place even upon property transfer, and should not hinge on common ownership of the three parcels but be transferable upon warranty or other deed, unless replaced by some other development or zoning permit.
5. It is understood between the applicant and the city arborist that any damage done during construction to any of the ROW plantings or city trees will require replacement by the applicant, to the satisfaction of the city arborist, upon project completion.
6. If the applicant proposes any HVAC or rooftop equipment, the submission should be augmented with that information and anticipated noise level (dB) of each unit.
7. All new construction shall meet the Guidelines for Energy Efficient Construction pursuant to the requirements of Article VI. Energy Conservation, Section 8 of the City of Burlington Code of Ordinances.
8. Any signage will require a separate sign permit.
9. The lowest edge of the awning shall be at least eight (8) feet above any pedestrian way, and shall not encroach into the public right-of-way without an encroachment permit issued by the dept. of public works.
10. Trash enclosures will have to be reviewed and approved by the fire marshal's office. Any dumpsters will be expected to be screened from public view.
11. A photometric or footcandle reading for the parking lot area, which may include information about other existing lighting on the entire site is required **prior to release of the zoning permit**. Measurements of light level readings need to be provided as well to assure compliance with Sec. 5.5.2 (f) of the CDO.
12. EPSC and Stormwater Management Plan shall meet the written approval of the City Stormwater Administrator **prior to release of the zoning permit**.
13. Any alterations to the adjacent building to the west (North Street) will require necessary building and zoning permits.
14. Permitting for alteration to 161-165 Elmwood Avenue and 167 Elmwood Avenue is separate from this permit.
15. It is the obligation of the applicant to define the nature of the commercial use to refine bicycle parking requirements **prior to release of the zoning permit**. A bicycle parking count will be required, to confirm compliance with Article 8, Table 8.2.5-1 per the use intended.
16. **No Certificate of Occupancy** for a project covered by Section 9 (Sec. 9.1.7) of the Comprehensive Development Ordinance shall be **granted unless and until a Certificate of Inclusionary Housing Compliance has been issued** by the Manager of the city's Housing Trust Fund. For 7 residential units, **1 unit must be identified as an**

Inclusionary Housing Unit. Any reduction in Impact Fees associated with the Inclusionary unit will be identified in writing by Burlington's Housing Officer and reflected in a revised Impact Fee.

17. Standard Permit Conditions 1-15.

NOTE: These are staff comments only. The Development Review Board, who may approve, table, modify, or deny projects, makes decisions.

COA Review Narrative for 196-202 North Street

Proposed Project Description: A three story mixed-use building on a previously developed parcel that currently has 100% lot coverage in the Neighborhood Mixed Use zone. The parcel currently includes a historic 2 story 4-unit apartment building, a large parking lot, and driveways. The parcel is in common ownership with adjacent contiguous parcel at 167 Elmwood Avenue.

The three-story building will include:

- Ground Floor - approximately 1,550 square feet of retail space with a restaurant use and one 1-bedroom apartment
- Second Floor – one 2-bedroom and two 1-bedroom apartments
- Third Floor – one 2-bedroom and two 1-bedroom apartments
- Basement – tenant storage, long-term bike storage, utility space, tenant laundry

Compact one and two bedroom apartments are in high demand and continue to be desirable in the Old North End neighborhood.

The parcel is located on the corner of North Street and Elmwood Avenue.

Planning Goals:

The North Street Revitalization Plan was developed in 1998 to help revitalize the “main” street of the old north end- making the street more pedestrian friendly and helping to spur private development. This project is in alignment with these planning goals to enhance North Street as the “main” street of the old north end. A historic building burned down in 1978 and this corner has been a parking lot ever since – creating a ‘break’ in the streetscape. This project will restore the connected streetscape and activate the corner with ground floor retail. New apartments that are part of this project will add housing close to downtown, where Plan BTV has identified a significant housing demand.

Design Strategy: The exterior massing is compatible with surrounding buildings and historic development pattern in the neighborhood. The building has been designed with a flat roof and an overhanging cornice addressing North Street and Elmwood Avenue. The design fills in the corner of the parcel addressing the street and restoring a section of the North Street streetscape. The proposed design holds the street edge/corner and is flush with the adjacent building on the North Street side. The site plan focuses parking behind the new building and existing building, largely hidden from the public right of way.

Traffic Flow and Parking: The proposed site plan for the combined parcels (196-202 North Street and 167 Elmwood Avenue) includes a total of 13 parking spaces with access from two existing curb cuts. Both curb cuts are from Elmwood Avenue. Based on the owners’ experience, the neighborhood mixed use location in close proximity to downtown is expected to attract tenants that are more apt to bike/walk, use public transportation, and use CarShare. The site is located within a shared-use parking district. The restaurant use requires 4 parking spaces per 1,000 square feet, yielding a requirement of 4 parking spaces for the proposed project. There are a total of 7 new apartments proposed with 6 existing apartments between the 2 existing buildings on the two parcels that are part of this project for a total of 13 apartments when complete. 1 parking space is required

196-202 North Street Parking Management Plan:

Given the neighborhood mixed use location in close proximity to downtown we are confident the project will attract tenants that are more apt to bike/walk, use public transportation and/or use CarShare. Parking will be shared between the restaurant and residents. It will be explicit in all leases that parking is first come, first served during weekday daytime hours from 9am-5pm and that during nights and weekends, each apartment will be permitted to use one parking space onsite.

The proposed site plan includes 13 parking spaces. The vehicular access is from Elmwood Avenue with traffic entering the site at the curb cut closest to North Street and exiting the site at the curb cut closest to Cedar Street. The new building has an entry off the parking that allows for easy access to the basement which will include secure bike storage. Restaurant delivery vehicles will be able to access the driveway and enter the building from the rear entry.

RECEIVED

JAN 10 2013

DEPARTMENT OF
PLANNING & ZONING

Series 403-I

2 1/4" x 4 1/2" Thermal Storefront Framing



CONFIGURATIONS

Shear Block • Screw Spline

Series 403-I is a thermally broken storefront framing system that utilizes EFCO's E-Strut™ thermal isolators. These thermal isolators provide outstanding thermal performance and allow dual finish capability. 403-I is compatible with Thermastile™ doors. This system is designed with two fabrication and erection options, providing even greater versatility.

Features

E-Strut™ thermal isolator

Screw spline construction

Shear block construction

135° inside and outside corners

Uniform glazing gasket is used for exterior and interior

Door frame members use thermal struts as a thermal break

Threshold uses thermal struts as thermal break

Horizontal stacking members

Various height intermediate horizontals and sills

Accommodates up to 1 1/16" glazing

Accessory options include subframe, mullions, perimeter adaptors, etc.

Anodized or painted finishes available

Benefits

Improves U-Factor performance

Dual finish capability

Completely eliminates dry shrinkage

Allows assembly of sections prior to installation

Decreases installation time

Ability to erect on the job site

Multifaceted elevations

Design flexibility

Allows optimized use of gasket

Simplifies ordering and installation

Dual finish capability

System thermal barrier is continuous

Increases configuration options

Ability to maintain desired sight line

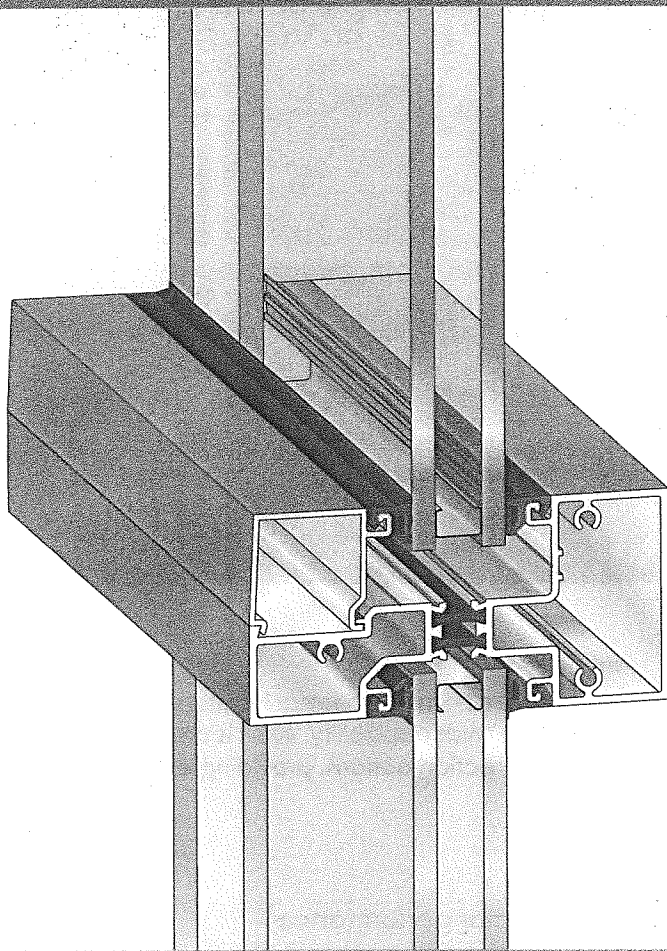
Expands design and energy savings options

Increased product versatility

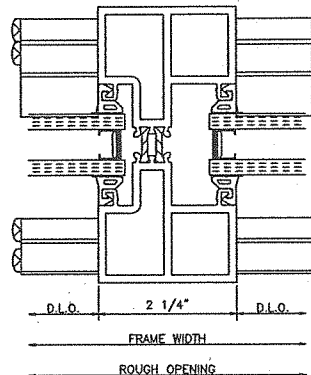
Multiple options to answer economic and aesthetic concerns



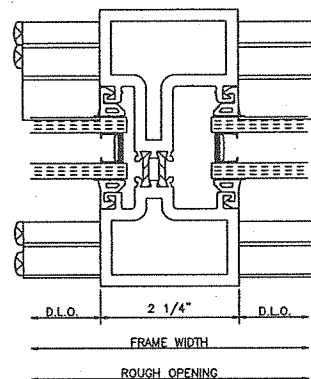
Series 403-I 2 1/4" x 4 1/2" Thermal Storefront Framing



VERTICAL



HEAVY DUTY VERTICAL



PERFORMANCE DATA

SYSTEM 403-I STOREFRONT SCREW SPLINE FRAMING

AIR INFILTRATION	<.06 CFM/SF @ 6.24 PSF
WATER	NO LEAKAGE @ 12.0 PSF
STRUCTURAL	visit MyEFCO at www.efcocorp.com
CRF-FRAME	59
CRF-GLASS	71

Note: All performance data is subject to change based on testing recertification and/or revised AAMA testing protocol. Please contact EFCO for latest performance values.

GLAZING

SYSTEM 403-I CAN BE INSIDE OR OUTSIDE GLAZED WITH EXTRUDED ALUMINUM, SNAP-IN GLAZING BEAD. GLASS IS "DRY GLAZED" WITH TOP LOAD GASKET. GLAZINGS OF 3/16" TO 1-1/16" INFILL PANELS ARE ACCOMMODATED. SEE GLAZING CHART BELOW FOR EXACT SIZE.

403-I THERMAL U-FACTORS*		
CENTER OF GLASS U-FACTOR	CONFIGURATION AND SIZE	
	FX/FX** 78 3/4" X 78 3/4"	FX/FX 120" X 120"
0.46	0.57	0.50
0.34	0.48	0.41
0.30	0.44	0.37
0.24	0.40	0.32
0.20	0.36	0.29

* Based on NFRC 100
** NFRC Gateway size

SYSTEM 403-I GLAZING CHART	POLYCARBONATE			GLASS OR PANEL								
	3/16"	1/4"	5/16"	3/16"	1/4"	1/4**	5/16"	3/4"	7/8"	15/16"	1"	1-1/16"
MONOLITHIC GLASS	C	C	C	C	C	C	C					
INSULATED GLASS								C		C	A	C

*-Obscure glass thickness
**-Laminated glass thickness

A-Available glazing option
C-Adaptor and/or gasket required
Blank - N/A



Series 403-I

2 1/4" x 4 1/2" Thermal Storefront Framing

Frame Construction

The frames have a sightline of 2 1/4" and a depth of 4 1/2", the nominal material wall thickness is .080". Members are extruded 6063-T6 aluminum alloy. Corner construction employs screw spline or shear block method. See Illustration 1 & 2.

Door Frames

System 403-I offers integral entrance frames as a part of the entrance framing system. Members are nominally .080" in thickness.

Weather Stripping

All entrance frames are weather-stripped with bulb gasket.

Thermal Barrier

All frames are thermally broken with two thermal struts consisting of glass reinforced polyamide nylon, mechanically crimped in raceways extruded in the exterior and interior extrusions.

Glazing

System 403-I can be inside or outside glazed with extruded aluminum, snap-in glazing bead. Glass is "dry glazed" with top load gasket. Glazings of 3/16" to 1 1/16" infill panels are accommodated. See Glazing Chart for exact size.

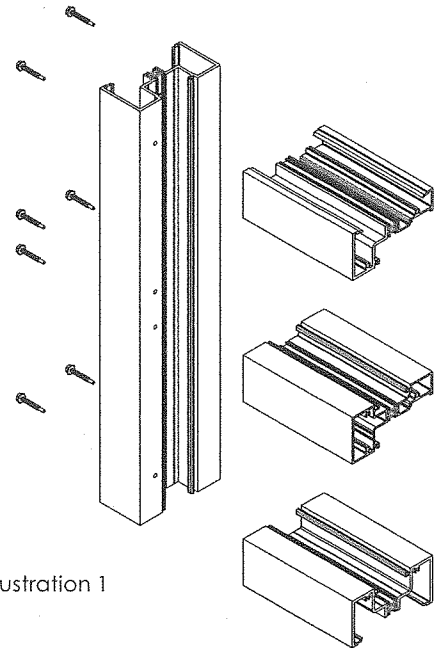


Illustration 1

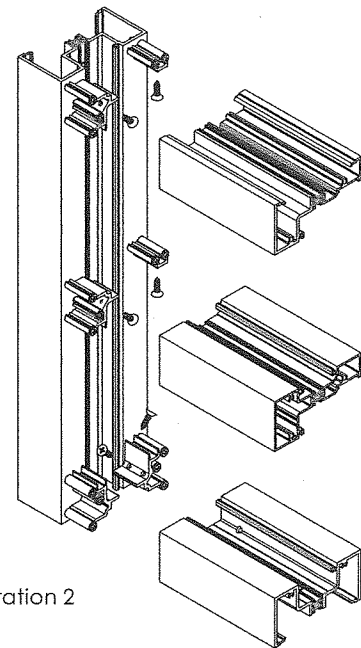
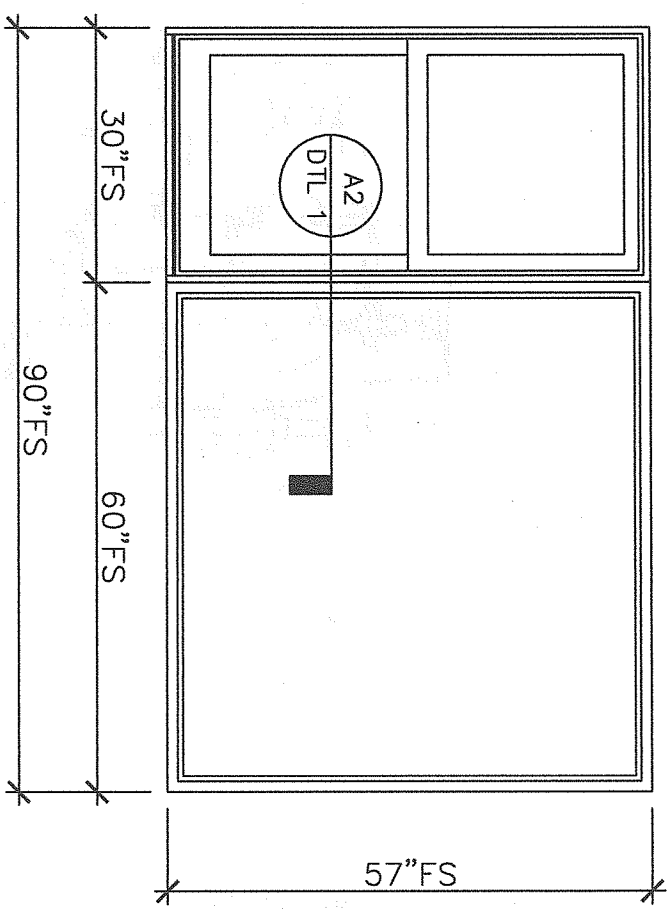


Illustration 2



Project Name: GARDNER		Date: 1.3.2013	Make: KOLBE WINDOWS	Drawing # A-1
Quote #				



ULTRA CLAD STERLING DOUBLE HUNG JOINED
WITH BEVELED DIRECT SET

RECEIVED
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DRAWN BY: JF	SCALE: NTS	PRESENTATION DRAWING THIS DRAWING IS FOR GRAPHIC REPRESENTATION ONLY. ALL DIMENSIONS AND SPECIFICATIONS ARE TO BE VERIFIED BY THE CUSTOMER.	Garden State Millwork 18 Muller Dr Oakland, NJ 07436
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Application Photo Gallery - Sunshade Panels

1 2 3 4



Sunshade Panels Grating/Bar

Aluminum bar grating makes a strong non corrosive security and sunshade panel for this building.



Sunshade Panels Perforated/Round Hole

Another view of Barnes Hospital's perforated facade.



Sunshade Panels Perforated/Round Hole

Attractive sunshade for this hospital is made of perforated metal.



Sunshade Panels Grating/Bar

Bar Grating used as sunshade.



Sunshade Panels Grating/Bar

Bar grating is used over windows as a sunshade and snow guard.



Sunshade Panels Grating/Bar

Bar grating used as guard/sunshade over windows at college building.



Sunshade Panels Grating/Bar

Bar grating was used as a sunshade on this student housing building.



Sunshade Panels Perforated/Round Hole

Bright red perforated metal makes an attractive sunshade.



Sunshade Panels Grating/Bar

Close up of Aluminum bar grating used as building sunshade.



Sunshade Panels Grating/Bar

Close up of sunshade around building, law office

1 2 3 4

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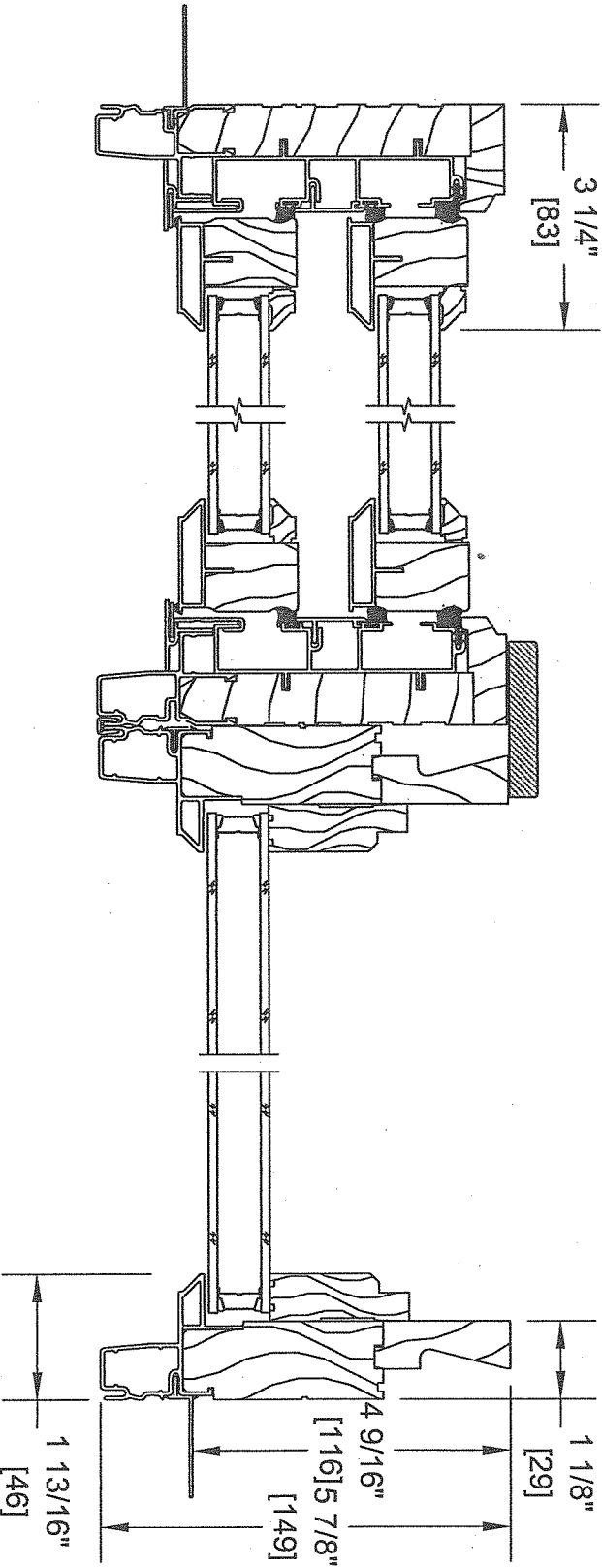
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Project Name:	GARDNER	Date:	1.3.2013	Make:	KOLBE WINDOWS	Drawing #	A-2
Quote #							



DRAWN BY:	SCALE:			Garden State Millwork 18 Muller Dr Oakland, NJ 07436
JF	NTS	<p>PRESENTATION DRAWING</p> <p>THIS DRAWING IS FOR GRAPHIC REPRESENTATION ONLY, ALL DIMENSIONS AND SPECIFICATIONS ARE TO BE VERIFIED BY THE CUSTOMER.</p>		

photographed on 5/10/2015

The parcel is located on the corner of North Street and Elmwood Avenue.

Previous Use: The previous building burned down in 1978 and the corner of this parcel has been vacant since. Redevelopment of this corner has been a planning and community/economic development goal of the City for many years .

North Street Revitalization:

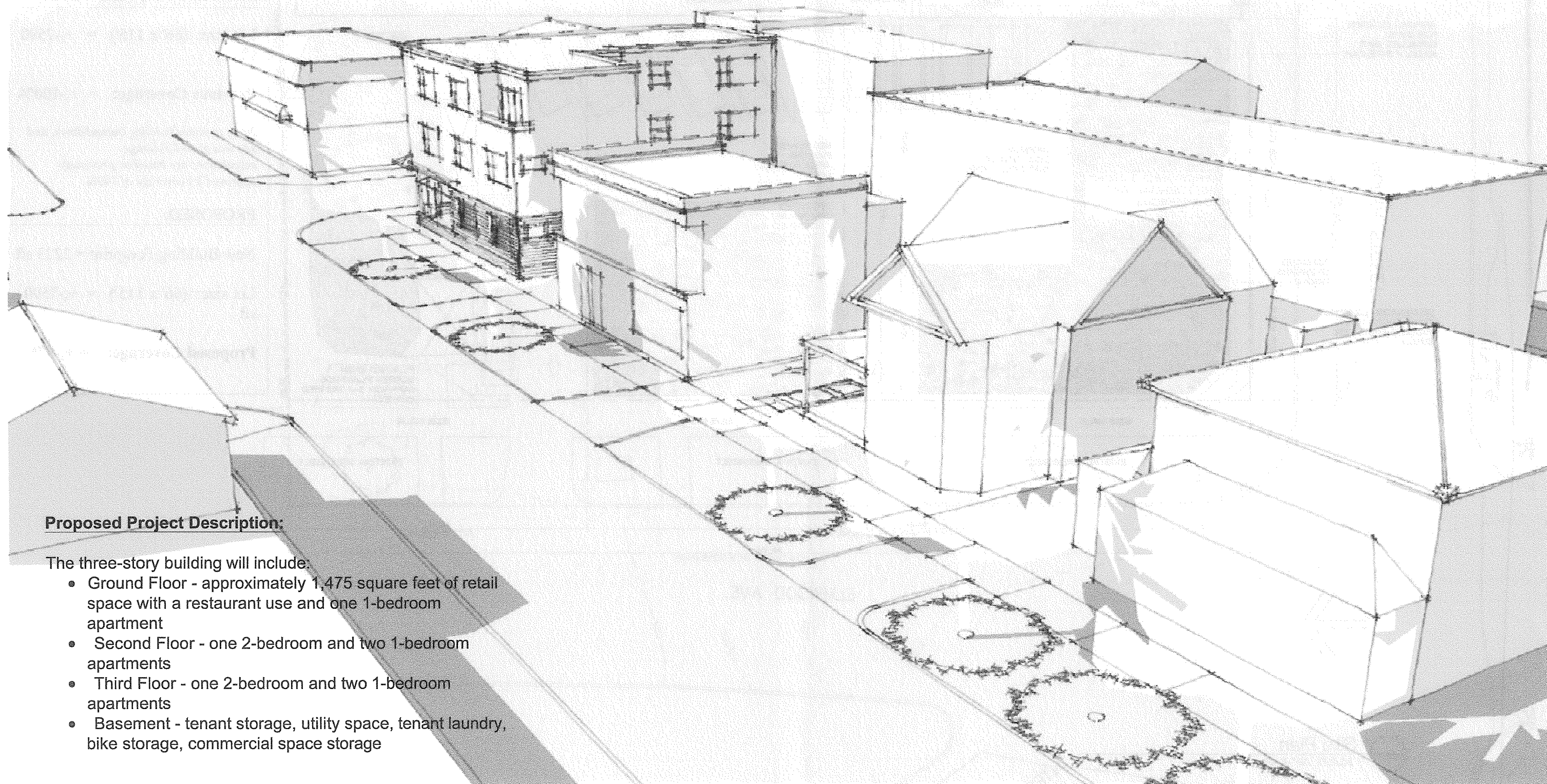
Our hopes is that we will assist with the continuance of the goal to revitalize the Old North End. Our strategy is to develop the corner with a design that continues to activate the O.N.E's 'main street'. Putting the additional housing density on the top two floors we are creating additional housing in the downtown area that is high demand. The Old North End's demographic is changing, and we believe we are creating development in the direction of the 'North Street revitalization plan' and also today's development demographic.



⊖ Site Photo



⊖ Aerial Site Photo



Proposed Project Description:

The three-story building will include:

- Ground Floor - approximately 1,475 square feet of retail space with a restaurant use and one 1-bedroom apartment
- Second Floor - one 2-bedroom and two 1-bedroom apartments
- Third Floor - one 2-bedroom and two 1-bedroom apartments
- Basement - tenant storage, utility space, tenant laundry, bike storage, commercial space storage

⊙ Aerial View

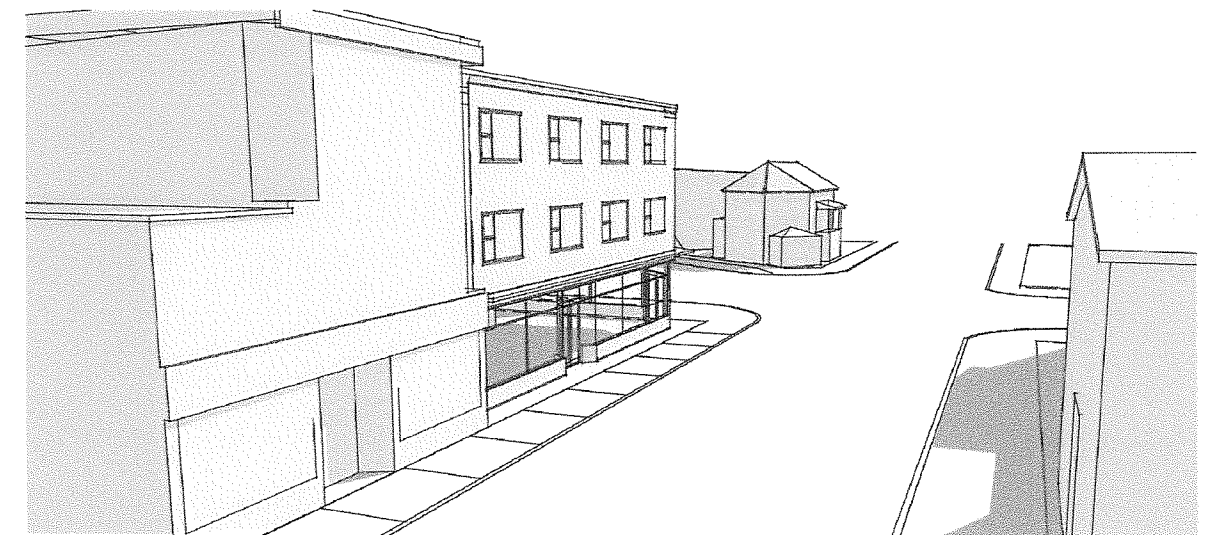
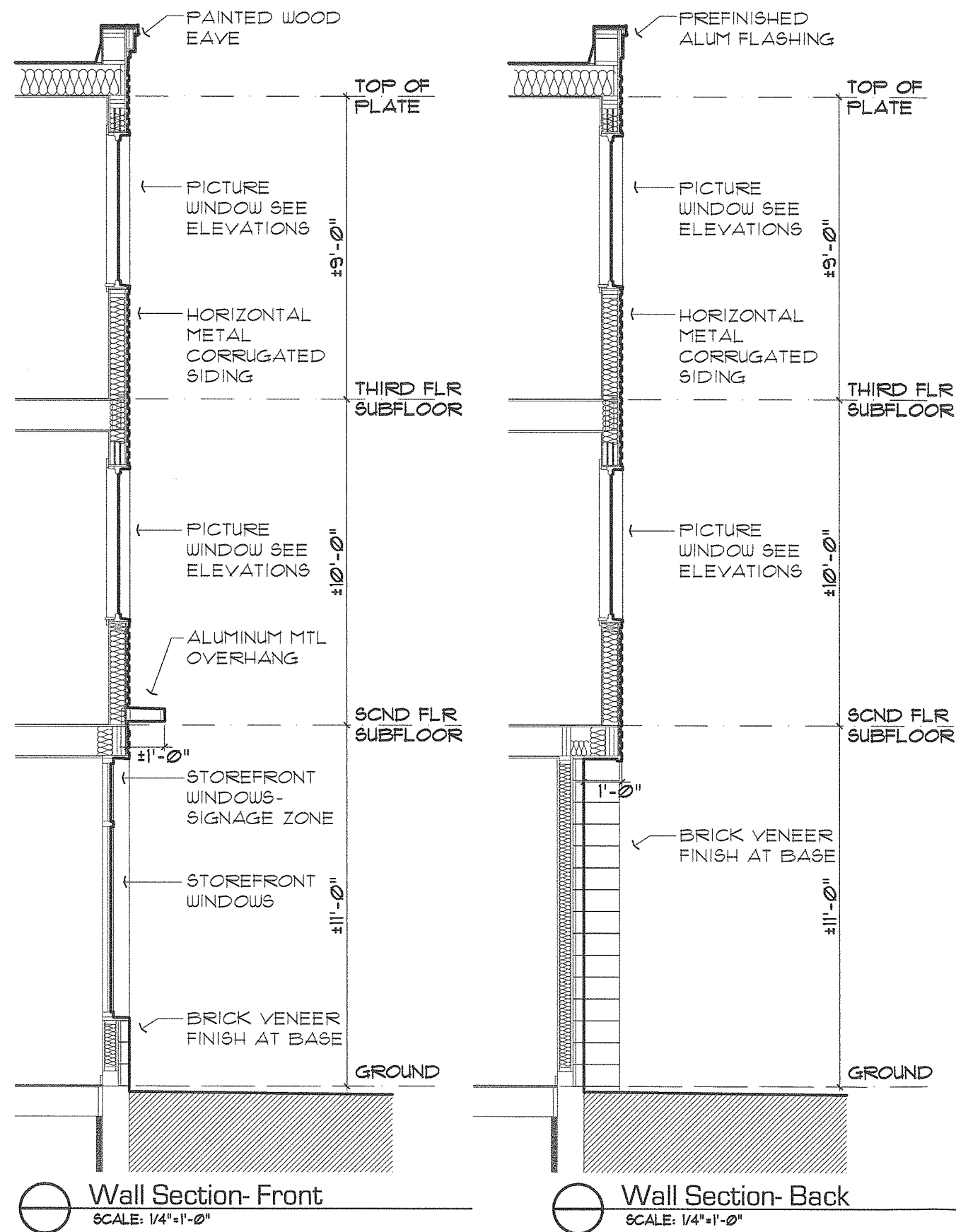
200 NORTH STREET: ABES CORNER DEVELOPMENT

PROPOSED:
MIXED USED COMMERCIAL AND RESIDENTIAL BUILDING:
(7 apartments, 1 or 2 commercial units)
OWNER:
ABE'S CORNER LLC: Stu McGowan & Erik Hoekstra

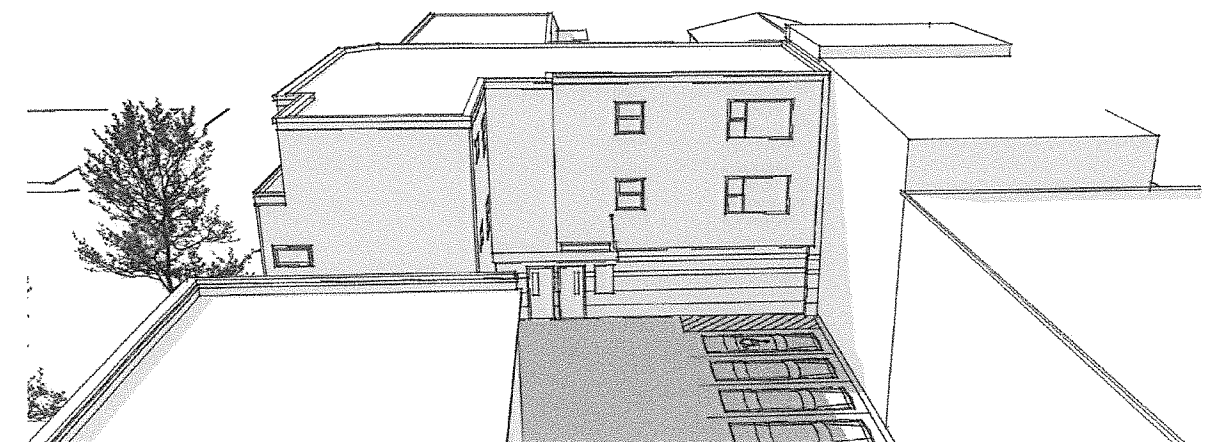


200 NORTH STREET: ABES CORNER DEVELOPMENT

PROPOSED:
MIXED USED COMMERCIAL AND RESIDENTIAL BUILDING:
(7 apartments, 1 or 2 commercial units)
OWNER:
ABE'S CORNER LLC: Stu McGowan & Erik Hockstra



View of South Wall- Front





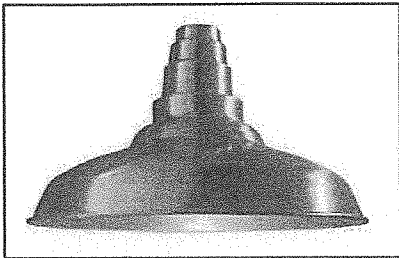
View of North Wall- Back

200 NORTH STREET: ABES CORNER DEVELOPMENT

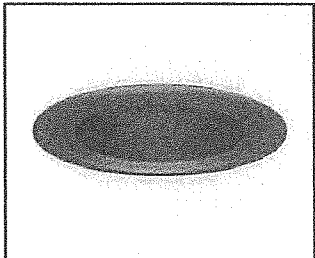
PROPOSED:
MIXED USED COMMERCIAL AND RESIDENTIAL BUILDING:
(7 apartments, 1 or 2 commercial units)
OWNER:
ABE'S CORNER LLC: Stu McGowan & Erik Hoekstra

LIGHTING SCHEDULE

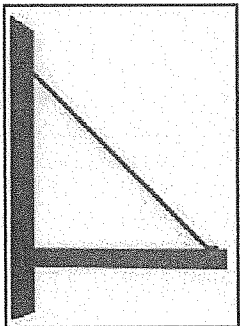
LABEL	SYM.	QTY.	ARRANGEMENT	LAMP	TYPE	MTG. HT.	DESCRIPTION	MANUFACTURER
WM		9	SINGLE	MH	WALL MOUNTED LIGHT	±12'	WD524-HID-50W-WM320	ANP LIGHTING
R		7	SINGLE	IC	RECESSED DOWN LIGHT	VARIES	CR5-R135-75 VV-INCANDESCENT	CAPRI LIGHTING



WALL MOUNT



RECESSED LIGHT



ARM FOR WALL MOUNT

